

graphed to a number of presidents of the railroad companies in the conference. Practically all of the railroad presidents already here represent eastern roads.

They were not accompanied by their committees of nineteen managers, although the President had told them that a joint conference with the managers and the presidents would be agreeable to him.

Briefly, the attitude of the railroad presidents is that they are willing to submit all matters in controversy, including the eight-hour day, to an impartial board for investigation; they are unwilling to accept the principle of arbitration for settlement of wage disputes, as they believe the present crisis should be secondary to the principle involved and the precedent it would establish.

The railroad presidents are not prepared to submit any counter or substitute proposition or qualification of the proposal.

Statement Read to President.

Hale Holden, president of the Chicago, Burlington and Quincy, who is spokesman for the presidents, went into the conference with a draft of what he proposed to state to President Wilson in justification of the railroad's attitude. This states the railroad's view of the entire situation, and will be turned over to the President for his more careful study.

It is expected this will be published after the conference. This brief was prepared in secret session of the presidents, and represents their consensus of opinion.

A statement made by Louis Hill, president of the Great Northern railroad, at St. Paul, last night, saying that the railroad will accept the eight-hour day, even if it has to stand alone against it, is taken as a strong searchlight on what the attitude of Hale Holden as spokesman of the railroad presidents is going to be.

Seeking Public Support.

The presidents say today that they are convinced that as the public comes to better understand their attitude, the public will support them in their firm stand for "any fair arbitration of all difficulties."

Railway Executives at White House.

The thirty-three railroad executives who went to the White House today are:

R. H. Ashton, president, Chicago and Northwestern railroad.

W. W. Atterbury, vice president, Pennsylvania Railroad Company.

B. F. Bush, receiver, Missouri Pacific railroad.

J. L. Carpenter, president, Chicago, Terre Haute and Southeastern railroad.

A. R. Dice, president, Philadelphia and Reading railroad.

C. R. Gray, president, Western Maryland railroad.

S. M. Patton, president, Chicago Great Western railroad.

W. J. Harahan, president, Seaboard Air Line railroad.

W. F. Harrison, president, Southern railroad.

H. H. Holden, president, Chicago, Burlington and Quincy railroad.

J. H. Hustis, president, Boston and Maine railroad.

J. A. Jackson, receiver, Chicago and Eastern Illinois railroad.

L. E. Johnson, president, Norfolk and Western railroad.

Julius Kruttschnitt, chairman, Southern Pacific Company.

H. E. Kurrus, president, Chicago, Indianapolis and Louisville railroad.

J. L. Lancaster, vice president, Texas Pacific railroad.

L. F. Loefer, president, Delaware and Hudson Company.

R. S. Lovett, chairman, Illinois Central railroad.

S. Pearson, vice president, New York, New Haven and Hartford railroad.

W. H. Peters, president, Long Island railroad.

J. H. Perton, president, Nashville, Chattanooga and St. Louis railroad.

M. W. Potter, president, Carolina, Chesapeake and Ohio railroad.

M. Schumacher, vice president, El Paso and Southern railroad.

G. M. Shriver, vice president, Baltimore and Ohio railroad.

M. S. Smith, president, New York Central railroad.

G. W. Stevens, president, Chesapeake and Ohio railroad.

L. W. Truesdale, president, Delaware, Lackawanna and Western Railroad Company.

Frank Trumbull, chairman, Chesapeake and Ohio railroad.

F. D. Underwood, president, Erie railroad.

W. A. Walters, chairman, Atlantic Coast Line railroad.

Daniel Willard, president, Baltimore and Ohio railroad.

J. Young, president, Norfolk and Southern railroad.

Previous to the White House conference, the railroad presidents, the managers' committee held separate executive sessions at the New Willard Hotel.

In the meantime the employees' general committee of 640, which yesterday afternoon voted to accept the President's proposal, is holding another meeting in the Bijou Theater this morning.

Brotherhood leaders said there was nothing of great import under consideration.

Most of the brotherhood men seemed confident that the situation would be in such shape that they could go home. But they do not get this idea from their leaders, who are none too optimistic about the probable outcome of the negotiations.

Play for Public Opinion.

It was understood that the railroads are turning to other large employers of labor throughout the country to express their support of the President's attitude of arbitration as a settlement of industrial disputes, while President Wilson and the employees are drawing support from large labor organizations.

The railroad executives are particularly interested in keeping the railroads open for business and from those there are eager to give the President the eight-hour day carried a long step forward.

Evidence points to moves by each side to "backfire" the other. The attitude of the railroad presidents to ask the President to accept the eight-hour day was said to be part of this plan.

Board Members May Be Sent For.

President Wilson is determined, it was said authoritatively today, to bring the board of directors of the country to Washington. It is necessary to prevent a nation-wide railroad strike. He will endeavor, it was said, to secure an agreement by negotiating with representatives of the employees, the railroad managers and presidents, but if the deadlock continues the board will be summoned.

The general contention of the railroad officials is that the country is in such a position that it would mean abandonment of the country to the hands of the enemy if the railroads were to stop running, and because they feared if they granted the eight-hour day with its consequent loss of revenue, they would be asked to arbitration it would lead to the interstate commerce commission for higher freight rates.

Railway Officials at White House.

The group of railroad presidents and officials assembled here in answer to an invitation from the President conferred with him at the White House yesterday afternoon for less than an hour. After Mr. Wilson had explained his plan, Hale Holden, president of the Chicago, Burlington and Quincy, acting as spokesman, informed the President that the officials present could speak only for their individual roads, and that the conference committee of managers was the only body with power to accept or reject proposals.

It was indicated plainly to Mr. Wilson that the officials would not stand behind the previous attitude of the management committee in refusing to accept the eight-hour day and that the proposal was believed to be impracticable.

The President was told, however, that the plan would be given further consideration, and a report made to him today. In a matter of such far-reaching importance, the officials said, they believed there should be no hasty decision.

Mr. Wilson explained to the railroad officials that he had drawn up the plan because he thought it fair and because he believed a way could be found for averting a strike. He urged them to demonstrate a spirit of concession and to assist him in settling the controversy.

Another Night Conference.

The railroad officials held another long conference at their hotel, until after 11 o'clock last night. Some of the presidents expressed the conviction that the negotiations with the White House would not be concluded in a few days and that each point involved would be thoroughly considered by the executive heads of the roads before any definite position is taken.

While the presidents have kept in touch with the situation as it developed here, it was said, their attention has been largely perfunctory. They did not have first-hand, comprehensive information on the status of the negotiations until they returned to Washington and talked with the managers.

One railroad head pointed out, after the White House conference, that the questions in issue involve the operation of 250,000 miles of railroad, one-fourth that of the entire world, and their solution may have a far-reaching effect on laboring conditions throughout the United States. With 400,000 railroad men assured of an eight-hour basic working day, some of the presidents felt, it would be a question of a short time until laboring men in some of the great industrial concerns of the country would be making demands for an eight-hour day also.

Echoes of this feeling are expected to reach the White House as this view is spread throughout the country.

Vote to Control All.

The presidents realize that if it comes to a matter of a break with the White House, some of the executives may be inclined to subordinate their convictions to President Wilson's wishes. It has been planned to have votes taken on each proposal made by him, with the understanding that a majority vote shall bind all.

When the President is present at the White House conference yesterday and White House officials declared last night that the railroad executives had agreed to government ownership of railroads, a possibility in the future in case there is a person in position to be familiar with the attitude of the executives outlined the position of the railroads as follows:

"The position of the railroads at this time is that they are standing out for the principle of arbitration, and that they cannot surrender this principle under the threat of a strike or under pressure from any other quarter."

Little Opposition Among Men.

There never was a time that the President's proposal could not have been rushed through the employees' meeting by a big majority, while it was in session yesterday from 9 to 1:35 p. m.

Brotherhood leaders were in no hurry to have a vote taken for several reasons.

They wanted the railroad presidents to meet with the President before submitting a vote, and to have a 1:35 p. m. meeting in which they could deliver a full-throated statement of their position, which they did not want to be put in the position of grasping eagerly at a plan that they had not had time to consider.

They also felt that the President's demand of the railroads, though it was highly satisfactory to most of them, was not the plan which was scattered, always was good natured. Most of those who objected discussed effects of the plan, and the President's probable general result. A few contended that acceptance of the President's plan would mean a complete surrender of the railroads to the government, and that the President's plan was a complete surrender of the railroads to the government.

They hurried to the White House with a similar report of the decision and handed it to the President. Before leaving they again assured him that they were not giving up the negotiations, must come from the President, returning to their hotel declined positively to discuss the result of their deliberations.

The four brotherhood leaders were in conference with the President thirty minutes, and the President's plan had been presented to them as a result of President Wilson's conference with the railroad presidents.

The men say they have nothing further to discuss unless the railroads make a business of the situation, and they have advised them to remain in Washington a day or two to be ready to meet any emergency.

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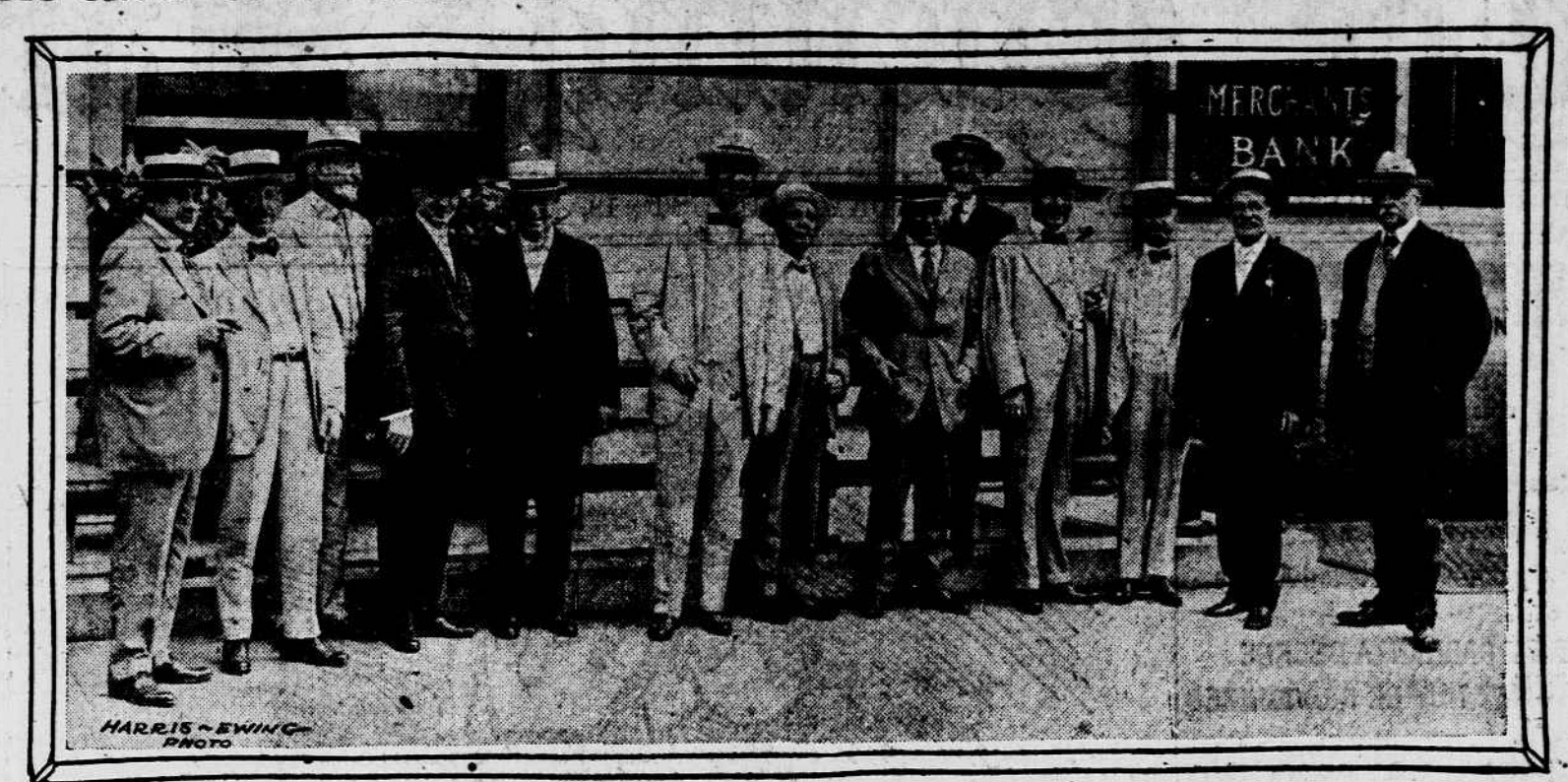
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BIG GROUP OF RAILROAD EXECUTIVES HERE ON SUMMONS OF PRESIDENT WILSON



In the group are most of the railroad heads who have been in conference with the President on the threatened railway strike. From left to right, they are: T. M. Schumacher, vice president El Paso and South Western; J. H. Young, president, Norfolk Southern; G. W. Stevens, president Chesapeake and Ohio; Daniel E. Willard, president Baltimore and Ohio; J. H. Carrol, general attorney, Chicago, Burlington and Quincy; Hale Holden, president Chicago, Burlington and Quincy; James H. Hustis, president Boston and Maine; J. A. Jackson, receiver, Chicago and Eastern Illinois; Frank Trumbull, chairman of the Chesapeake and Ohio; L. E. Johnson, president Norfolk and Western; W. H. Truesdale, president Delaware, Lackawanna and Western.

WORK ON D. C. BILL WAITS ON HOUSE

Conference Report Must Be Passed On, and in Meantime Measure Is at Standstill.

Until the House has had an opportunity to pass upon the conference report, which probably will arise Tuesday, work on that measure is at a standstill, it was said at the Capitol today. The Senate yesterday agreed to the conference report, which was a reduction in the price of gas and a proposed tax on intangible property. It is possible that the House will accept both these amendments Tuesday.

A person in position to be familiar with the attitude of the executives outlined the position of the railroads as follows:

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